



34

HARLAND & WOLFF LTD.  
BELFAST

No. *N° 1219*  
TITLE *Profile + deck*  
~~DATE APPROVED~~ *As fitted.*

*Empire Outpost Rpt no. — 13565*  
*“ Gyro — 13323*  
*Belfast Report — 13440*



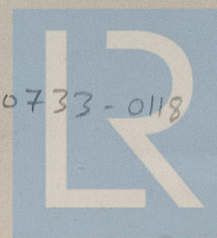
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Foundation

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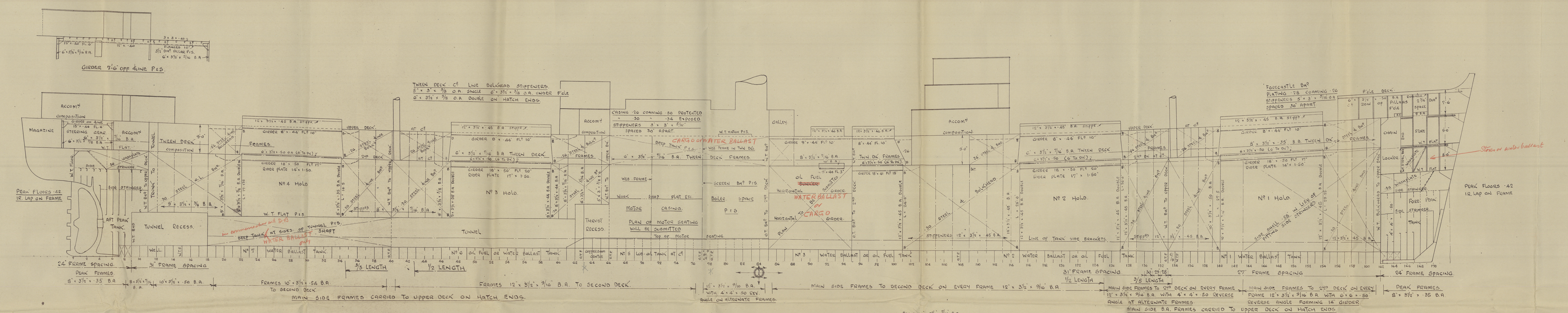
MR BALFOUR



20519

PROFILE & DECK PLAN

1501

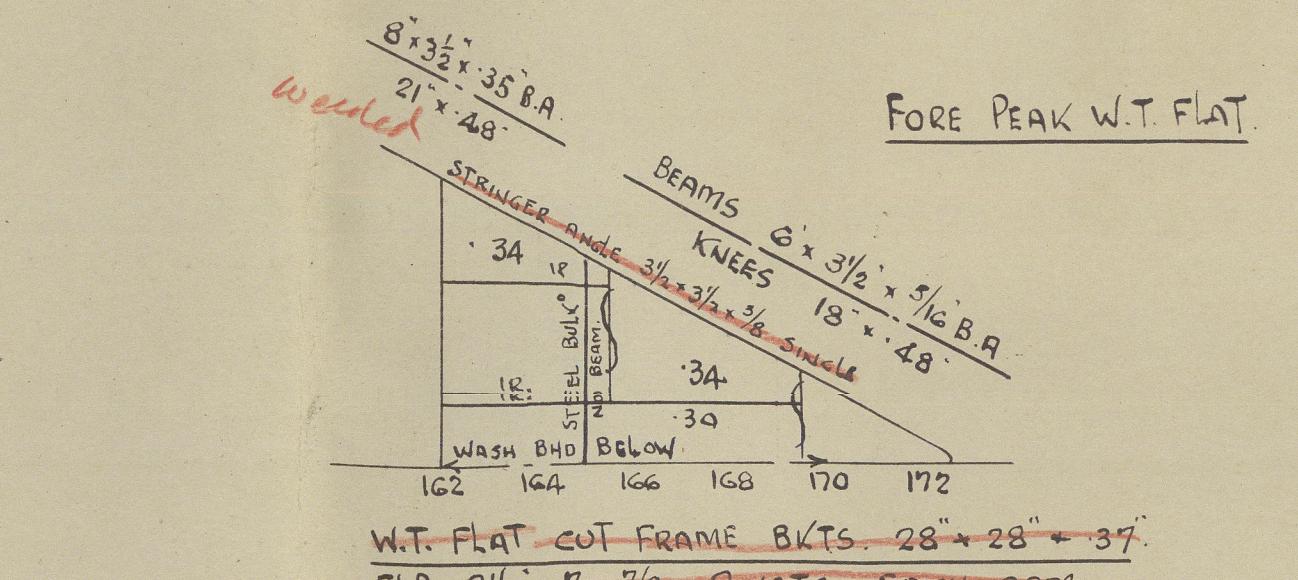
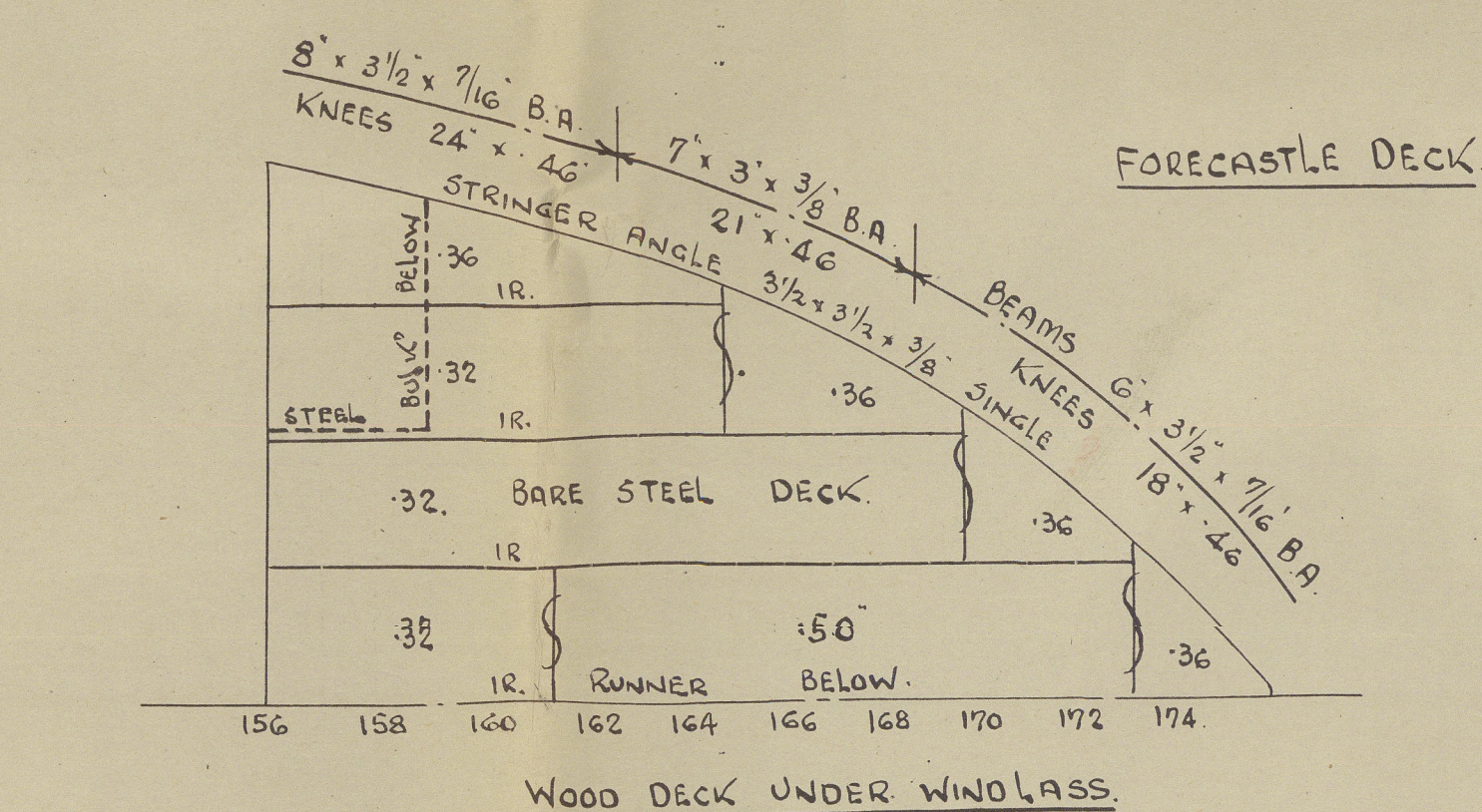
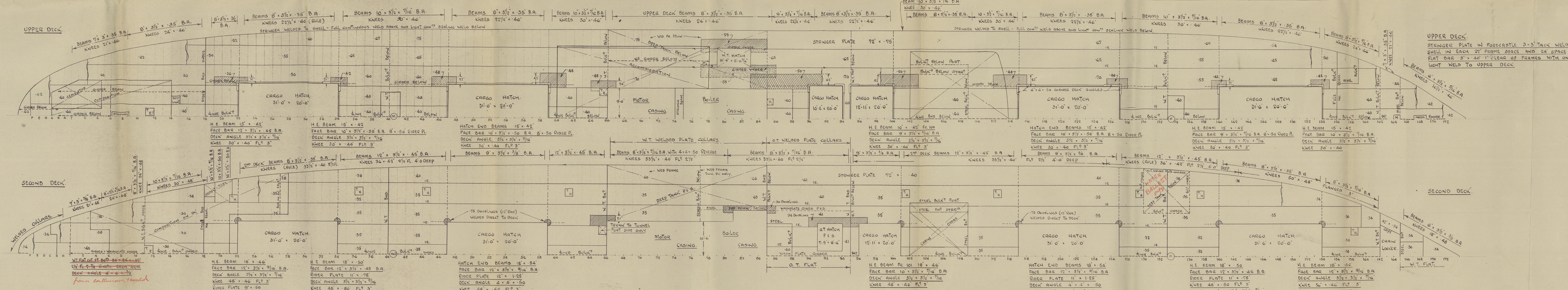


SECRET AND CONFIDENTIAL  
EMERGENCY PROGRAMME  
MOTOR CARGO VESSEL - "X" TYPE  
PROFILE AND DECK PLAN  
Scale 1/8" = 1 foot  
DIMENSIONS: 425'-0" B.P. ON L.W.L. x 56'-0" M<sup>LD</sup> x 36'-9" M<sup>LD</sup> TO UPPER DECK  
TO CLASS B.S. WITH FREEBOARD DATA CORN. SPECIAL SURVEY

THE SCANTLINGS ON THIS PLAN ARE SUITABLE FOR A DRAUGHT 15' IN EXCESS OF THAT CORRESPONDING TO THE FREEBOARD WHICH COULD BE ASSIGNED TO THE VESSEL

SHEER FORWARD	= 1/8"
SHEER 1/8" LEN <sup>TH</sup> FORWARD	= 61'
SHEER AFT	= 64'
SHEER 1/8" LEN <sup>TH</sup> AFT	= 301'
DISPLACEMENT COEFF	= .75
ROUND OF BEAM	= 14'
TUMBLE HOME AT UPPER DECK	= 15'

THE SCANTLINGS OF ANGLE AND BULB ANGLE SECTIONS GIVEN ON THIS PLAN ARE N.B.S. AND ARE IN ACCORDANCE WITH THE EMERGENCY PROGRAMME LIST IN THE EVENT OF SCARCITY OF LABOUR ELECTRIC WELDING WOULD BE ADOPTED WHEREVER PRACTICABLE





33

HARLAND & WOLFF LTD.  
BELFAST

No. 1219

TITLE Midship Section

DATE APPROVED as filled

Empire Outpost RPL No. — 13565

Empire Outpost RPL No. — 13563

Empire Outpost RPL No. — 13240



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Foundation

010727-010733-0119



As fitted

No 1219. 234.

## MIDSHIP SECTION

### MOTOR CARGO VESSEL "X" TYPE.

#### EMERGENCY PROGRAMME.

Scale:  $\frac{1}{2}$ " = One foot

To CLASS 100 A.I. WITH FREEBOARD AT LLOYD'S SPECIAL SURVEY.

DIMENSIONS ~ 425'-0" B.P. ON L.W.L. x 56'-0" MLD. x 56'-3" EXT. x 27'-9" MLD. TO

SECOND DECK x 36'-9" MLD TO UPPER DECK.

LLOYD'S NUMERALS		
FIRST LONGITUDINAL NUMBER L.D.	$425 \times 35.75$	= 15193.75
SECOND LONGITUDINAL NUMBER L.(B+D)	$425 \times (56 + 35.75)$	= 38493.75
1/10 TO UPPER DECK	$425 \div 35.75$	= 11.88
D. MOULDED DEPTH	$27.75 + 8$	= 35.75
d. $36.75 - (9 + 3.75) - 3$ FOR HIGHER BRACKET.		= 23.90
d. AT HALF LENGTH FORWARD		= 26.39

EQUIPMENT NUMBER		
SECOND LONGIT. NUMBER	$425 \times (56 + 35.75)$	= 38493.75
FORECASTLE	$40 \times 7.5 \times \frac{3}{4}$	= 225.00
MIDSHIP ACCOMMODATION CASING	$72.25 \times 8 \times \frac{1}{2}$	= 289.00
SALOON ACCOMMODATION	$30 \times 8 \times \frac{1}{2}$	= 120.00
EQUIPMENT NUMBER		= 40052.75

**EQUIPMENT**  
2 POWER ANCHORS 66 CWTs EACH STOCKLESS  
1 STREAM ANCHOR 19 CWTs EX-STOCK  
225 FATHOMS  $\frac{3}{16}$ " STUD CHAIN CABLE 600 CWTs RULE 270 FATHOMS  
90 FATHOMS  $\frac{1}{16}$ " STREAM CHAIN OR 5 FLEXIBLE STEEL WIRE 6" x 12  
120 FATHOMS  $\frac{1}{16}$ " SPECIAL FLEXIBLE STEEL WIRE 6" x 24  
2 HAWSEERS 90 FATHOMS 8" HEMP OR  $\frac{3}{16}$ " FLEXIBLE STEEL WIRE 6" x 12  
2 WARPS 90 FATHOMS 7" HEMP OR  $\frac{1}{2}$ " FLEXIBLE STEEL WIRE 6" x 12

**RIVETING NOTE**  
RIVETS IN FRAMES TO FLOORS AND CROSS TIE PLATES IN AFT PEAK SPACED 5 DIA<sup>3</sup> APART CR TO CR.  
RIVETS IN FRAMES TO SHELL AT FLAT OF DOUBLE BOTTOM FORWARD  $\frac{1}{2}$  LENGTH FORWARD SPACED  $\frac{5}{8}$  DIA<sup>3</sup> (Two complete rows).  
RIVETS IN FRAMES TO FLOORS AT FLAT OF DOUBLE BOTTOM FORWARD  $\frac{1}{2}$  LENGTH FORWARD SPACED  $\frac{5}{8}$  DIA<sup>3</sup> (Two complete rows).  
RIVETS IN SIDE FRAMES TO SHELL SPACED  $\frac{5}{8}$  DIA<sup>3</sup> APART  $\frac{5}{8}$  DIA<sup>3</sup> APART IN WAY OF FORE AND AFT PEAK TANKS AND DEEP FRAMING FORWARD AND DEEP TANK OIL FUEL BUNKER.  
RIVETS IN BOTTOM FRAMES TO SHELL AFT OF HALF LENGTH FORWARD SPACED 7 DIA<sup>3</sup> APART CR TO CR.  
RIVETS IN 3 R BUTTS OF OUTSIDE PLATING AND OF DECK STRINGER PLATES SPACED  $\frac{3}{4}$  DIA<sup>3</sup> APART CR TO CR.  
RIVETS IN 4 R BUTTS OF OUTSIDE PLATING AND OF DECK STRINGER PLATES SPACED 4 DIA<sup>3</sup> APART CR TO CR.  
RIVETS IN SEAMS OF SHELL PLATING DECK PLATING AND INNER BOTTOM PLATING AS PER TABLE 40.  
RIVETS IN BUTTS OF DECK PLATING INNER BOTTOM AND MARGIN PLATING SPACED 4 DIA<sup>3</sup> APART CR TO CR.  
RIVETS IN SEAMS AND BUTTS OF BULKHEAD AND TUNNEL PLATING MARGIN ANGLES AND WEATHER DECK STRINGER ANGLES AND BULKHEAD FRAME TO BULKHEAD SPACED  $\frac{1}{2}$  DIA<sup>3</sup> APART CR TO CR (EXCEPT O.T.BHS).  
RIVETS IN FLAT KEEL ANGLES VERTICAL ANGLES CONNECTING FLOORS TO CENTRE GIRDER AND SHELL FLANGE OF WATERTIGHT BULKHEAD FRAME SPACED 5 DIA<sup>3</sup> APART CR TO CR.  
RIVETS IN FRAMES TO FLOORS AFT OF HALF LENGTH FORWARD REVERSE FRAMES TO FLOORS AND INNER BOTTOM PLATING (CLEAR OF MOTOR ROOM AND BOILER SPACE) VERTICAL ANGLES CONNECTING FLOORS AND SIDE GIRDERS IN W.T. BULKHEAD STIFFENERS (EXCEPT PEAK AND O.T. BUNKER BHDS).  
AND IN DECK PLATING TO BEAMS ON EVERY FRAME SPACED 7 DIA<sup>3</sup> CR TO CR.  
RIVETS IN CENTRE GIRDER TOP ANGLES SPACED 7 DIA<sup>3</sup> APART CR TO CR. NON-WATERTIGHT.  
RIVETS IN CENTRE GIRDER TOP ANGLES SPACED 5 DIA<sup>3</sup> APART CR TO CR. WATERTIGHT.

THE SCANTLINGS OF ANGLE AND BULB ANGLE SECTIONS GIVEN ON THIS PLAN ARE N.B.S. AND ARE IN ACCORDANCE WITH THE EMERGENCY PROGRAMME LIST.

STEM 10" x 2" STERNPOST 10" x 8" RUDDER POST 10" x 8"

12'-0" TO INTERCOSTAL GIRDER.

SEE SEPARATE PLAN FOR MOTOR ROOM.

STIFFENERS WELDED TO TANK TOP.

WORK CLOSED TO SURVEYORS SATISFACTION.

SEPARATE PLAN OF BOTTOM STRENGTHENING FORWARD TO BE SUBMITTED LATER.

DISPOSITION OF FLOORS.

SOLID FLOORS ON EVERY FRAME IN MOTOR SPACE AND FORWARD  $\frac{3}{8}$  LENGTH FORWARD AND UNDER BULKHEADS.

ELSEWHERE SOLID FLOORS ON EVERY THIRD FRAME BRACKET FLOORS INTERMEDIATE.

KEEL OUT.

52" x 78" FOR  $\frac{3}{8}$  LENGTH & TO 68" AT ENDS BUTTS LAPPED AND 4 R TO 3 R.

1" DIA<sup>3</sup> RIVETS IN BUTTS OVER 72"

"A" IN.

78" x 65" FOR  $\frac{1}{2}$  LENGTH & TO 50" AT ENDS BUTTS LAPPED & 4 R TO 3 R.

"B" OUT.

72" x 65" FOR  $\frac{1}{2}$  LENGTH & TO 50" AT ENDS BUTTS LAPPED & 4 R TO 3 R.

"C" IN.

72" x 65" FOR  $\frac{1}{2}$  LENGTH & TO 50" AT ENDS BUTTS LAPPED & 4 R TO 3 R.

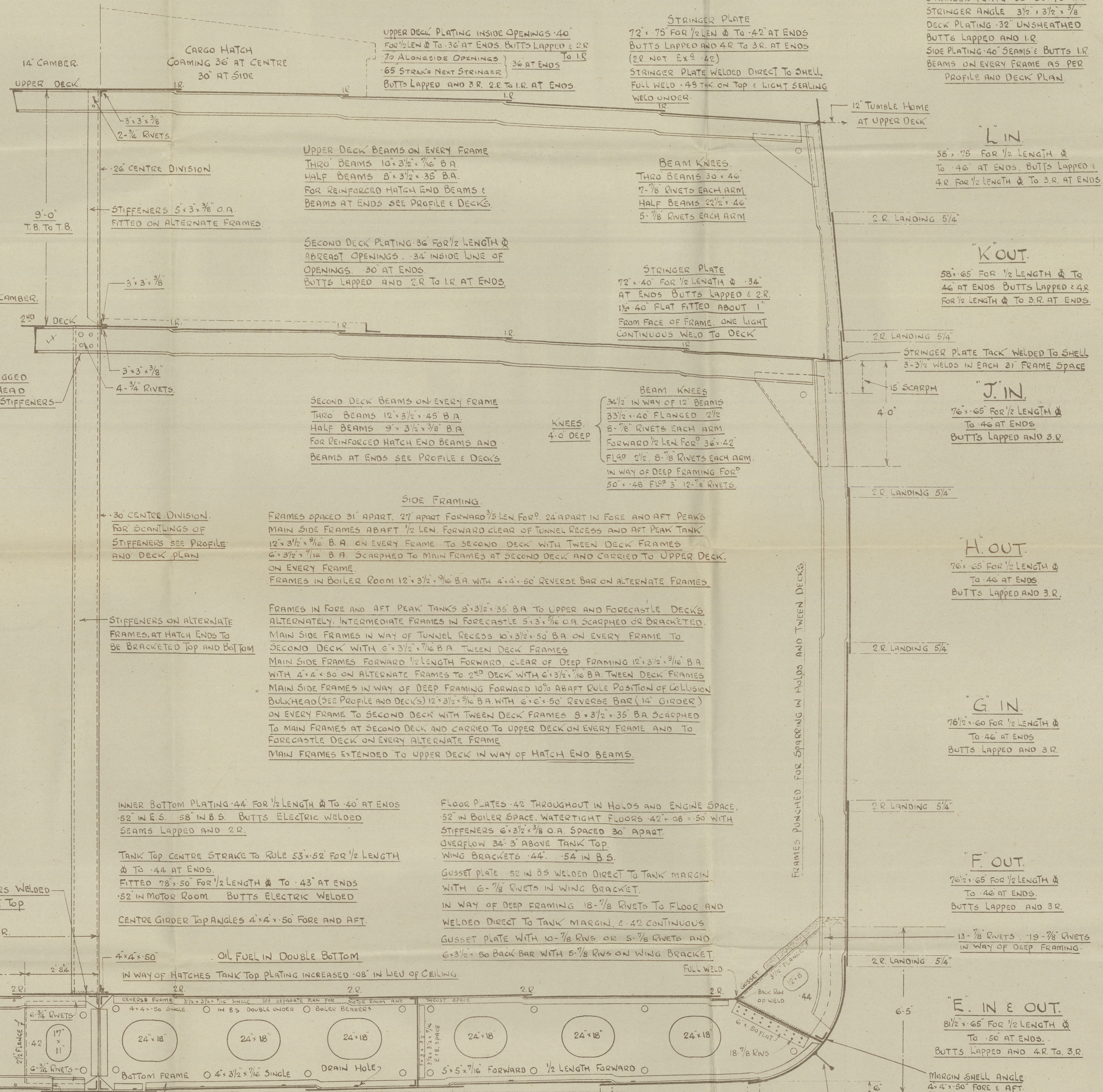
"D" OUT & IN.

72" x 65" FOR  $\frac{1}{2}$  LENGTH & TO 50" AT ENDS BUTTS LAPPED & 4 R TO 3 R.

THICKNESS OF BOTTOM SHELL PLATING FROM FORWARD HALF LENGTH FORWARD TO RULE POSITION OF COLLISION BULKHEAD 63" x 10" = 69"

SECRET AND CONFIDENTIAL

THE SCANTLINGS ARE SUITABLE FOR A DRAUGHT 18" IN EXCESS OF THAT CORRESPONDING TO THE FREEBOARD WHICH COULD BE ASSIGNED TO THE VESSEL.



HARLAND & WOLFF LTD  
29/10/33  
BELFAST  
SHIPBUILDERS & ENGINEERS